1-21. (CANCELED)

22. (CURRENTLY AMENDED) An automatic gearbox for a vehicle, with at least one hydraulically actuated shifting element (1) made as a transmission clutch, which comprises an inner disk carrier (7) and an outer disk carrier (4) on which, respectively, inner disks (9) and outer disks (8) are arranged rotationally fixed but axially displaceable, the inner and the outer disks being arranged alternating, one after another, to form a disk pack which is actuatable by an axial actuation force (F_1) of an actuator (16) ~~to close~~ for engaging the shifting element (1), and in which [[one]] the outer disk carrier (4) is connected to one of a non-rotating or a rotating first gearbox component[[s]] and the inner disk carrier (7) is connectable, via a synchronization device (2), to a rotating second gearbox component[[s]] (3), and the synchronization device (2) is actuatable by a second actuator (13, 18, 27, 33); and

the second actuator (13, 18, 27, 33) is a second actuation piston (18), axially guided by a common actuation cylinder (5), and the second actuator (13, 18, 27, 33) together with a first actuation piston (6) pressurizes the inner and the outer disks (8, 9).

23. (PREVIOUSLY PRESENTED) The automatic gearbox according to claim 22, wherein the synchronization device (2) comprises at least one of a positive-locking element and a frictional element.

24. (CURRENTLY AMENDED) The automatic gearbox according to claim 23, wherein the frictional element is a synchronization ring (11) with a synchronization area (12) on one of the inner and the outer disk carriers (4).

25. (CURRENTLY AMENDED) The automatic gearbox according to claim 23, wherein the positive-locking element is a sliding sleeve (14) which is ~~fitted~~ rotationally fixed, but axially displaceable[[,]] over outer teeth (17) on one of the rotating or non-rotating gearbox component (3) [[in]] such ~~a manner~~ that once rotational speeds of the fixed and rotating gearbox components (3) equalize, the sliding sleeve can be pushed onto a synchronization area (12) of the inner disk carrier (7) to provide positive locking.

26. (PREVIOUSLY PRESENTED) The automatic gearbox according to claim 25, wherein the sliding sleeve (14) is actuated by the second actuator (13).

27. (PREVIOUSLY PRESENTED) The automatic gearbox according to claim 22, wherein the second actuator (13) is formed as a shifting fork of a control positioning device which engages in a circumferential groove (38) of a sliding sleeve (14).

28. (CANCELED)

29. (CURRENTLY AMENDED) The automatic gearbox according to claim [[28]] 26, wherein one of a common pressure space (20) and respective separate pressure spaces for each of [[two]] the first and the second actuation pistons are formed [[in]] by the common actuation cylinder (5) for the first and the second actuation pistons (6, 18, 27, 33).

30. (CURRENTLY AMENDED) The automatic transmission according to claim 29, wherein the first and the second actuation pistons are actuated by one of a same actuation pressure (p_k) and by different actuation pressures.

31. (CURRENTLY AMENDED) The automatic gearbox according to claim 22, wherein a first restoring spring (24) is associated with a first actuation piston (6) and a second restoring spring (25) is associated with a second actuation piston (18), on respective sides facing away from a pressure space (20) of an actuation cylinder (5), which rest against a component fixed to a housing when the shifting element (1) is made as a transmission brake, and against a rotating gearbox component when the shifting element (1) is made as a transmission clutch, and a restoring force of the first restoring spring (24) is larger than a restoring force of the second restoring spring (25).

32. (PREVIOUSLY PRESENTED) The automatic gearbox according to claim 22, wherein a sliding sleeve (19) is guided axially displaceably on inner teeth (23) of the inner disk carrier (7) and is actively connected to and is axially displaceable by a second actuation piston (18) via a connection element (26).

33. (CURRENTLY AMENDED) The automatic gearbox according to claim 22, wherein a first synchronization area (41) is formed on a radially inward-facing side of the outer disk carrier (4), and a second synchronization area (28), which co-operates

with the first synchronization area (41) , is formed on an end face of [[the]] a second actuation piston (27) remote from the pressure space to achieve rotational speed synchronization.

34. (CURRENTLY AMENDED) The automatic gearbox according to claim 22, wherein a sliding sleeve (39)[[,]] is fitted axially displaceably on an outer periphery of a first actuation piston (6), which is actively connected to a second actuation piston (33) arranged radially outside a sliding sleeve (39) and in the same ~~compression~~ common actuation cylinder (5) as the first actuation piston (6).

35. (CURRENTLY AMENDED) The automatic gearbox according to claim 34, wherein [[on]] an outer periphery of the sliding sleeve (39) has axially directed teeth (32) on which a synchronization ring (35) is arranged in an axially displaceable but rotationally fixed manner.

36. (PREVIOUSLY PRESENTED) The automatic gearbox according to claim 22, wherein an axially directed toothed area (36) is formed on a synchronization area (34) of an inner circumference of the outer disk carrier (4) in which outer teeth (32) of a sliding sleeve (39) can engage via positive locking.

37. (CURRENTLY AMENDED) The automatic gearbox according to claim 22, wherein a locking device (37) is formed on an inner circumference of a sliding sleeve (39) which only allows axial displacement of a first actuation piston (6), when an equalized rotational speed is achieved by [[a]] the synchronization device (34, 35) and ~~there is~~ a positive-lock connection is formed between the sliding sleeve (39) and the outer disk carrier (4).

38. (CURRENTLY AMENDED) The automatic transmission according to claim 22, wherein a projection (41), extending axially away from a pressure space (20) of a piston-cylinder arrangement (5, 6, 33), is formed on a first actuation piston (6) by which one of the inner and the outer disks (8, 9) of the shifting element (1) ~~can be~~ are acted upon by an actuation force (F_1) of the first actuation piston (6).

39. (CANCELED)

40. (CURRENTLY AMENDED) ~~The automatic gearbox according to claim 22, wherein~~ An automatic gearbox for a vehicle, with at least one hydraulically actuated shifting element (1) made as a transmission clutch, which comprises an inner disk carrier (7) and an outer disk carrier (4) on which, respectively, inner disks (9) and outer disks (8) are arranged rotationally fixed but axially displaceable, the inner and the outer disks being arranged alternating, one after another, to form a disk pack which is actuatable by an axial actuation force (F_1) of an actuator (16) for engaging the shifting element (1), and in which the outer disk carrier (4) is connected to a non-rotating first gearbox component and the inner disk carrier (7) is connectable, via a synchronization device (2), to a rotating second gearbox component (3), and the synchronization device (2) is actuatable by a second actuator (13, 18, 27, 33); and

a hydrodynamic locking device is provided for [[the]] a first actuation piston (6), which is released when one of a frictional [[a]] positive-lock connection exists between the second gearbox component of the shifting element that is to be immobilized and [[a]] the first gearbox component fixed [[on]] to the housing.

41. (CURRENTLY AMENDED) ~~The automatic gearbox according to claim 22, wherein~~ An automatic gearbox for a vehicle, with at least one hydraulically actuated shifting element (1) made as a transmission clutch, which comprises an inner disk carrier (7) and an outer disk carrier (4) on which, respectively, inner disks (9) and outer disks (8) are arranged rotationally fixed but axially displaceable, the inner and the outer disks being arranged alternating, one after another, to form a disk pack which is actuatable by an axial actuation force (F_1) of an actuator (16) for engaging the shifting element (1), and in which the outer disk carrier (4) is connected to a non-rotating first gearbox component and the inner disk carrier (7) is connectable, via a synchronization device (2), to a rotating second gearbox component (3), and the synchronization device (2) is actuatable by a second actuator (13, 18, 27, 33); and

an electric switch is mechanically actuated, for turning a flow of lubricant one of on and off, by at least one of ~~the two~~ first and second actuation pistons (18, 27,

33) and by the second actuator (13), ~~an electric switch is mechanically actuated for turning a flow of lubricant one of on and off~~. ⇦ ⇦

42. (CURRENTLY AMENDED) The automatic gearbox according to claim 22, wherein a hydraulic slider , which is actuated by the second actuator (13), is mechanically actuate by an electric switch for turning a flow of lubricant one of on and off. ⇦